FREE.

Hongkong Telegraph arg from the sum of \$1,000 against Fatal

NEW SERIES No. 172

日七初月九年一十二緒光

THURSDAY, OCTOBER 24, 1895.

四拜禮

魏四廿月十英港香

\$1,000

THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA LIMITED.

Subscribed Capital...... 500,000

Court of Directors: D. Gilles, Esq. ChowTung Shang, Esq. H. Stoltericht, Esq. Kwan Ho! Chuen, Rec.

HEAD OFFICE :-HONGKONG.

Chan Kit Shan, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR. Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000

PAID-UP 669,500 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. NTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Dally Balance.

ON NEW FIXED DEPOSITS :--For 12 Months..... per cent. 14. torterterrereitere 3 mm ······3} #

DEPOSITS RENEWED ON OLD TERMS. JOHN THURBURN, Manager, Hongkong. Hongkong, and August, 1895.

THE CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :-- LONDON.

RESERVE LIABILITY OF SHARE-HOLDERS £800,000 INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. T. H. WHITEHEAD.

Manager, Hongkong. Hongkong, 16th September, 1895, TONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUND 5,500,000 RESERVE LIABILITY OF PROPTORS...\$10,000,000

COURT OF DIRECTORS :-J. KRAMER, Esq.—Chairman. A. MCCONACHIE, Esq.—Deputy Chairman. Hon. J. J. Bell-Irving. S. C. Michaelsen, Esq. G. B. Dodwell, Esq. D. R. Sassoon, Esq. M. D. Ezeklel, Esq. N. A. Slebs, Esq. R. M. Gray, Esq."

CHIEF MANAGER: Hongkong-T. JACKSON, Esq. MANAGER: Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent.

per Annum on the daily balance, INTEREST ON FIXED DEPOSITS: For 3 months, 21 per Cent, per Annum. For 6 months, 31 per Cent, per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON,

Chief Manager. Hougkong, 24th September, 1895. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Rules may be obtained on application.

INTEREST on deposits is allowed at 34 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HOMGEOMG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895.

Auctions.

PUBLIC AUCTION GENTLEMEN'S DRAPERY AND OUTFITTING.

HE Undersigned has received instructions to Sell by PUBLIC AUCTION.

SATURDAY, the 26th October, 1895. commencing at 2,30 P.M., at his SALES ROOMS, DUDDELL STREET, ILIWITHOUT RESERVE!!! THE REMAINING PORTION of a large quantity of ALL WOOL MATERIALS, BLACK and BLUE SERGES, TROUSERINGS, &c., Cut into Suit Lengths. PYJAMA SUITS and Other OUTFITTING, &c., &c.

LENGTHS of ALL WOOL MATERIALS and SERGES cut for LADIES' DRESSES,

On View from FRIDAY, the agin October. TERMS OF SALE :-- As customasy. GEO. P. LAMMERT, Auctionser.

Hongkong, 23rd October, 1805. HONGKONG TIMBER

YARD, WANCHAL REGON PINE SPARS and LUMBER Always on Head. L MALLOWY

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED. 28, Queen's Road Central.

Solo Eastern Agents for SPHENCTOR GRIP ARMOURED HOSE.

Sola Eastern Agents for THE NEW WIRE WOVE ROOTING Co. THE ALUMINIUM & GENERAL FOUNDRY Co.

DAGGER **PACKING**

ASBESTOS PACKINGS of every description. ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c. ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES. CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS ASBESTOLINE, the mest economical lubricant. ALL GOODS BRARING TRADE MARK GUARANTBED.

Hongkong, 26th September, 1895.



GLENLIVAT. VERY OLD HIGHLAND BLEND,

RARE OLD BLEND, "WAY FOONG" BLEND.

EXTRA SPECIAL LIQUEUR, V. O. S. OLD MATURED. FERRINTOSH.

W. JACKSON, Manager.

CALDBECK, MACGREGOR & Co. WINE and SPIRIT MERCHANTS.

18, QUEEN'S ROAD. Hongkong, 18th October, 1895. .

TELEPHONE No. 78.

MOUNT AUSTIN

1,000 PRET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS. "EXCELSIOR, " HONGEONG. A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN. QUBEN'S ROAD.

TIFFIN AT 1 P.K. DINNER AT 8 P.M. ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DIMING-ROOMS.

For further Particulars apply to

MOUNT AUSTIN HOTEL

Hongkong, 27th July. 1805.

KELLY & WALSH,

THE MANAGER,

TMDIAN CLUBS of Various Weights. DUMB-BELLS.

POKER CHIPS, CARD COUNTERS. DRAUGHTS, CHESS, DOMINOS. PLAYING CARDS, Foster's WHIST CARDS. BEZIQUE, KHANKOO, REVERSL HALMA, BUMBLEPUPPY, FLITTERKINS. CRIBBAGE BOARDS, DICE BOXES, DICE. WHIST MARKERS, POCKET CHESS. COMPENDIUM OF GAMES, CROQUET. THE NEW RACING GAME ' ASCOT.'

THE WHITELY EXERCISER. DOG CHAINS, LEATHER LEADERS for DOGS. FOOTBALLS. TENNIS RACKETS, TENNIS BALLS. TENNIS NETS and POLES, RACKET PRESSES.

KELLY & WALSH, LIMITED. Hongiong, 13th September, 1831.

Co. CHAMPAGNE.

SHEWAN & Co.

Intimations

THOUSAND \$1,000

DOLLARS

INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING

"THE HONGKONG TELEGRAPH

ASSURANCE COMPANY THE SUM OF

\$1.000 MEXICAN,

o the legal representatives of the European holder of this Couron in the event of his death by Accident while on land within the confines of HONGKONG or any Treaty Ports of CHINA or Tarax, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the

"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st December, 1895; that the premium* thereon has been duly paid; that death takes place within One Month from the occurrence of the Advident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death. This premium is paid quartedy in advance by the Proprietors of The Honghong Thiograph.

J. Y. V. VERNON, AGENT.

Hongkong, 1st October, 1895.

TIT BITS!!!

FROM THE HONGKONG BUTCHERY.

DRIME FRESH KOBE BEEF.

CHANGHAI CORNED BEEF.

MERICAN ROLL BUTTER.

Hongkong, 24th October, 1895.

J. TATAM, PROPRIETOR.

THE HOTEL CLUB HOTEL, METROPOLE,

'5, BUND, YOKOHAMA. 1, TSURIJI, TOKYO.

TIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervi-I sion of approved French Chef has no equal, ENTIRE FOREIGN MANAGEMENTS Experienced English matron in attendance. The Hotel steam-launch with European Agent attends arrivals and departures ; every

assistance given in clearing luggages and affording information. Passengers are met at the Railway Station. VISITORS have the option of messing either in TORYO or YOROHAMA, without extra Charge—THE CHLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels,

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

T. BENNEY, Manager,

L. DEWETTE, Manager,

YOKOHAMA. TOKYO. EXPLOSION IMPOSSIBLE.

ASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM

FOR FACTORIES AND LAUNCHES.

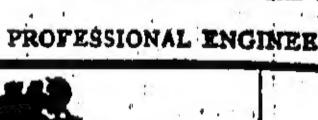
WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 15. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

> SCHEELE & CO., HONGKONG, SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED



GOVERNMENT MOTIFICATION.

TT is hereby notified that the HONGKONG VOLUNTEER CORPS are to carry out GUN PRACTICE from the North side of Stone Cutters' Island in a North-westerly direction on SATURDAY, the 26th instant, between the hours of 3 P.M. and 6 P.M. All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command. J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 14th October, 1895.

NOTICE CUBSCRIPTIONS are invited for the purpose of presenting a PIECE OF PLATE to Lieutenant-Colonel BARROW on his depar-

ture from the Colony, and of presenting a similar PIECE OF PLATE to be designated "THE BARROW PLATE" to the REGIMENTAL MEER, in commemoration of his connection with the Colony and the Regiment which was raised by him and of which

he has been the first Commandant, SUBSCRIPTIONS LIMITED TO \$10. A Committee of the undermentioned has been formed for the purpose of making the presentation !-

Mr. N. J. Ede. Sir Fielding Clarke. The Hon. J. J. Bell-living. " J. J. Peancis, C. P. Chaler. T. Jackson. . A. McConachie. Dr. Ho Kal. H. N. Mody. I. H. S. Lockhart. Mr. A. Coxon.

D. R. Sassoon . G. Biewart. G. B. Dodwell L I. Thusburn. I. C. PETER. Hon. Treasurer.

CANTON INSURANCE OFFICE, LIMITED. 1894 ACCOUNT.

NOTICE TO SHAREHOLDERS.

FINAL DIVIDEND of \$6 per Share has this day been DECLARED. WARRANTS will be issued on MONDAY, the gist instant. JARDINE, MATHESON & Co., General Agents,

CANTON INSURANCE OFFICE, LD! Hongkong, 19th October, 1895. JUST LANDED FRENCH CONFECTIONERY. Comprising s-

rathused prouts. bumi Almondi. Almonds Flots, Cocatines, Apricotines. Marsipar Almonds, CADBURY'S CHOCOLATE CREMES :-Vanilla Cremes, Honey Cremes, Caramels, Nougat Pislache, Pineapple Chocolate, Chocolate Walnut.

Plush-Bags, Plush Boxes and Pancy Boxes. "TANSAN," (Mr New Japanese Table-Water which contains B per colt, more from carbonate than that from any other Chalybeate Spring. FLETCHER & Co., "THE PHARMACY."

22. Queen's Road Central. Hongkong, 10th October, 1805. [1343 LEVY HERMANOS.

BHANGHAI, MANILA, ILOILO AND PARIS. TEWELLERY, DIAMONDS, WATCH CHRONOMETER & CLOCKMAKERS,

Also GENERAL IMPORT & EXPORT. 10, QUBBN'S ROAD CENTRAL. Opposite the Telegraph Office.

Insurances.

TYPHOON INSURANCE.

NOTICE. HOUSE-OWNERS, TRUSTEES, MORT-GAGEES and Others Interested in

HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, are prepared to accept Risks against LOSS of

DAMAGE by TYPHOONS at Moderate Rates. For Particulars, apply to WM. MACBEAN,

LOCAL MANAGER, Hongkong Branch, Connaught House, Queen's Road Central

Hongkong, 1st July, 1805. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above

Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSSEN & Co. Hongkong, 28th May, 1895.

GENERAL NOTICE THE ON TAI INSURANCE COMPANY. (LIMITED.)

CAPITAL, TAELS 600,000 \$833,333-33 RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS. LEE SING, Esq. Lo Yeur Moon, Req. LOU TEO SHUN, Esq.

-MANAGER.--HO-AMEL ARINE RISKS on GOODS, &c., taken VI at CURRENT RATES to all parts of the

World. HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 17th December, 1885.

HE MAN ON INSURANCE COMPANY, LIMITED.

NOTICE.

CAPITAL SUBSCRIBED\$1,000,000 The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies. CHAU TSEUNG FAT,

Secretary. HEAD OFFICE, No. 2. QUEEN'S ROAD WEST. Hongirong, 45th May, 1804.

GENERAL NOTICE. THE CHAI ON MARINE INSURANCE

CAPITAL SUBSCRIBED......\$1,000,000 The above Company-is prepared to accept MARINE RISES AT CURRENT RATES OR GOODS,

COMPANY, LIMITED.

&c. Policies granted to all Parts of the World payable at any of its Agencies. CHAN HEWAN, HEAD OFFICE,

Hongkong, 22nd August, 1895. Intimations.

No. 42. BONHAM STRAND WEST:

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. TOTICE is hereby given that the TWENTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 4, The Prays, Hongkong, on WEDNESDAY, the 30th October, 1895, at NOON, for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1894, and for the halfyear ending the 30th June, 1805, and of declaring a Dividend and Bonus, and electing Officers.

A Resolution will also be submitted to the Meeting to adopt the proposal of the Board, as per Circular to the Shareholders of the 3xet July, 1805, regarding the increase of Paid-up

Capital. The TRANSFER BOOKS of the Society will be CLOSED from the 19th to the 30th October, both days inclusive. By Order of the Board,

N. J. EDE. Hongkong, 15th October, 1805. E DOUGLAS STEAMSHIP COMPANY LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this COMPANY will be held at the OFFICE of the COMPANY, No. 17, Praya Central, Victoria, Hongkong, on SATURDAY, the 9th day of November, 1895, at Noon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 21st October instant will be submitted for confirmation as a Special Resolution :-

"That the Full Stop at the end of the first "paragraph of Article XIX of the Articles "of Association be omitted, and that there "be substituted therefor the words for in " or towards the payment to the Share-" holders of such Bonus or Bonuses as the "General Managers shall with the approval

"of the Consulting Committee think fit?"

Dated the 22nd October, 1805. DOUGLAS LAPRAIK & Co. General Managers.

BUSINESS NOTICE. COAL MERCHANTS AND CHARTERERS, No. 44, PRAYA CENTRAL

THE Undersigned having started in Business as COAL and TEA MERCHANTS.

STEVEDORES and STOREKEEPERS. are prepared to Supply Steamers with COAL, STORES, &c., &c., at moderate prices and respectfully solicit the

Patronage of the Shipping Community. WING CHEONG & Co., CHUN WING TONG,

Managing Partner. Basicass Manager

R'und-o'S Advertisements.

VICTORIA PRECEPTORY

REGULAR MEETING of the VICTORIA PRECEPTORY will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 24th instant, at 8.30 for 9 o'clock precisely. Visiting Sir Knights are cordially Invited to attend. Hongkong, 24th October, 1805.

PRESENTATION TO LIEUT.-COLONEL BARROW AND THE OFFICERS OF H.M.'S HONGKONG REGIMENT.

N Address to Lieut-Colonel BARROW has been prepared, and will be Presented to him by His Excellency Sir WILLIAM ROBINSON, K.C.M.G., at the CITY HALL on SATURDAY next, the 26th instant, at II A.M. All Members of the Community are invited to

For the Committee, Hon, Secretary.

Hongkong, 24th October, 1895.

MANIED.

PRIVATE BOARD AND LODGING.

BATCHELOR would be glad communicate with a PRIVATE FAMILY with a view to the above; a House within ten minutes! walk of the Banks and Post Office preferred. Address: -

clo Hongkong Telegraph Office. Hongkong, 24th October, 1895.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY.

the 28th day of October, 1895, at 3 P.M., are published for general information. By Command,

J. H. STEWART LOCKHART. Colonial Secretary.

Colonial Secretary's Office, ... Hongkong, 12th October, 1895.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of October, 1895, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 years. PARTICULARS OF THE LOT.

Boundary Measure-N. 8. 1 R. W. OS ft. ft. ft. ft. Wong-1,338 | Road, 1201240 63.2 60 7,800 20

FOR SHANGHAL

"LYEEMOON." Captain G. Hegermann, will be despatched for the above Port on SATURDAY, the 26th instant,

For Freigh or Passage, apply to SIEMSSEN & Co. Hongkong 24th October, 1805. [1462

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL THE Steamship

"SZECHUEN,"

Captain Derby, will be despatched MONDAY, the 28th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 24th October, 1895.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship

"LIGHTNING," Captain I. G. Scence, will be despatched for the above Ports on TUESDAY, the 29th Instant at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Hongkong, 24th October, 1805.

FOR KOBE AND YOKOHAMA. THE Steamship

"BENGLOE," Captain Thompson, will be despatched on

TUESDAY, the 29th instant. For Freight, apply to BUTTERFIELD & SWIRE.

Hongkong, 24th October, 1895. OCEAN STEAMSHIP COMPANY.

FOR LONDON, YIA SUEZ CANAL. THE Company's Steamship

" MENELAUS," Captain Towell, will be despatched as above on TUESDAY, the 5th November. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

[1466 Hongkong, 24th October, 1895.

TO LET.

WELLING HOUSES:-HOUSES in RIPON TERRACE. ERANIE'S BUNGALOW, 5 Rooms-

KOWLOON. "LARKSPUR". UPPER RICHMOND ROAD-7 Roomed Detached House with Garden and Lawn Tennis Court FURNISHED of UNFUR-NISHED.

OFFICES :--FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messes, HOLLIDAY, WIER & Co.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Menchene, sath October, 1804,

BROWN, JONES & CO.

DEALERS IN ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

CIMPLE AERATED WATER CODA WATER.

INGER ALE.

C ARSAPARILLA ASPBERRYADE, &c.

EMONADE.

DAKIN, CRUICESHANK & Co.'s WATERS BY made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager. Hongkong, and May, 1804.

A. S. WATSON & CO.,

LIMITED.



VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

HINTS FOR GARDENING

have been issued and can be chisined on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision. and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby siding the Plants to attain to their full size vigour and beauty.

Sold in Tins containing to ibs. each \$1.75 28 lbe. . , ,,....\$4.50. Directions for use are given on the Label.

> RANSOME'S "NEW PARIS" LAWN MOWERS.

The Best and Chespest Machines in the Market. - For Sale at Manufacturers' Prices.

S. WATSON & CO., LD

THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841. Hongkong, 12th August, 1801.

HONGKONG, THURSDAY, OCTOBER 24, 1895.

REUTER'S MESSAGES.

THE CINQUE PORTS. LONDOW, October 22nd Lord Salisbury succeeds Lord Dufferin

THE FRENCH BUDGET. The Committee on the French Bedget has rejected the extra credits for new warships.

(resigned) as Warden of the Cinque Ports.

(Special to Hongkong Talegraph.)

TELEGRAMS

A RUSSIAN MOVE.

SHANGHAL, October 24th, The state of affairs in Socul is improving There is no cause for alarm, though it is true

that the Russian floet will at once rendezvous at Chemulpo. Persistent rumours are affoat that the Russian flect will either winter at Chemulpo or Chefoo, if Port Arthur is not available.

No fresh complications have arisen between Russia and Japan in respect to Korea.

> (Special to the Asian.) RESULT OF THE ICCKEY CLUB STAKES AT NEWMARKET.

The JOCKEY CLUB STAKES of 10,000 sove., the second to receive 500 sovs., third 200, the nominator of the winner 400, and the nominator of the second 200 out of the stakes, for three and four-year-olds; three-year-olds Sat. olbs., four ost. 4lbs., mares and geldings (ellowances accumulative); winner (handleape | interesting particulars of the struce of and selling races excepted) of 500 sovs. 3lbs., of 1,000 fibs., of 3 000 gibs., of the Derby, St Leger, Grand Prix de Paris, or Newmarket Stakes 12lbs. extra. A. F. (one mile two furlongs), (187 subs.; one entry corrected on payment of fine.)

LONDON, September 26th. Mr. J. H. Houldsworth's b c LAVENO, by Bend Lord Ellesmere's ch c NONE THE WISER, by

Wisdom-Corrie Roy, 4 years..... W. Bradford Mr. T. Cannon's ch c VENIA, by Melanion-Reine Blanche; gyears......G. Chaloner Lord Rosebery's b c Labas, by Hampton-Lord Rosebery's b e Sir Visto, by Barcaldine -Vists, 3 years......

Mr. Fairle's b c Solino, by Galopin-Capri, Mr. A. D Cochrane's b c BECKHAMPTON, by Lord. Zetland's b t NICHEAN, by Galopin-

Mr. L. de Rothschild's br f UTICA, by St. General Owen William's br c PRIESTHOLME, Mr. Fairle's b or br (GALECTTIA, by Galopin (Winner trained by J. Ryan, Newmarket.)

Betting: o to 4 against Laveno. None the Wiser. Won by half a length; four lengths between second and third.

> (From L'Avenir du Tonkin.) ITALY ON THE WAR-PATH.

PARIS, October 12th. It Massowah the Italians have commenced a campaign against Maugacha and his ally the Negus of Abyssinia.

THE MADAGASCAR EXPEDITION. PARIS, October 14th.

News of the capture of Tapanarive is confirmed. Six Frenchmen were killed and one-fiftieth of the troops were wounded. complete success of the expedition.

> (Special to Siam Observer.) THE ARMENIAN ATROCITIES LONDON, October 6th.

The foreign delegates constituting the commission to enquire into the alleged massacres of Armeplans have reported that the atrocities were gressly exaggerated, and the whole position

FRANCE AND MADAGASCAR. LONDON, October 8th.

The Hova Queen has declared her determination not to leave the capital, and has accused her army of cowardice. The Hoves allowed the French to capture Autananarivo on September 27th, the Prime Minister and the Court fleeing to Ambosistra on

LOCAL AND GENERAL.

the approach of the French advance guard.

H.M.S. Pique arrived here to-day from Apping viá Amoy.

THE Italian cruiser Umbric arrived here this forencon from Shangbal.

THERE will be a pick up game of bockey at Happy Valley to-morrow afternoon at 4.45 p.m. A REGULAR meeting of the Victoria Preceptory will be held in the Freemasons' Hall, Zetland

Street, this evening, at 8.30 for 9 o'clock precisely.

Visiting knights are cordially invited to attend.

MR. McCallum, Liu's Commissioner-Customs, is still in Taiwanioo and the Japanese are said to be anxious that he should remain there until they have recovered from him all Customs dues levied by him on behalf of the rebel leader, Liu.; It is, we believe, not true that McCallum is minus some thousands of dollars worth of comphor which the Japanese hold as All the, Japanese went, asparently, is the McCallum should give them an account of his

stewardship.

WE read in the Straits Times that a few days ago, at an "all present" parade. Colonel Plunkett discharged the pleasant task of handing to Corporal Corbertt and Private McVay, of the Northumberland Fueillerr, bronse medals, on behalf of the Royal Humane Society. It appears that on the night of the 28th March last, Private Coltman, who had been relieved when on guard, during the then existing mobilization, fell into the sea at Fort Siloso. The men rewarded was running at the rate of seven miles an hour. Though the unfortunate Coltman was grabbed to-respue of yet another soldier at the same place. Altogether, the Pasiliers now bear to their credit four of the Humane Society's medals for saving, or attempting to save, life,

WHEN the last mail left London the principal mill-owners of Lancashire were arranging for a great deputation to wait upon. Mr. Chamberlain, Secretary of State for the Colonies, regarding the question of opening up new markets for to-day, Mr. C. S. Sharp presided and there were cotton goods.

MR. C. F. A. SANGSTER, who for so many years has performed the arducus duties of Registrar o the Supreme, left here for home by the English mail to-day. Mr. Sangster retires on a well carned pension and carries with him the good wishes of all who had the pleasure of his acquaintance,

As will be seen by an advertisement in another column, a public meeting will be held in th City Hall on Saturday (16th Instant) at II a.m. for the purpose of presenting to Colonel Barrow, H.K.R. a copy of a farewell address. His Excellency the Governor will preside, and it koped that there will be a good attendance, has been found impossible to get the address to Colonel Barrow generally signed in time, but the original will be circulated for signature and forwarded to him in due course.

FROM enquires made on board the Douglas 3lbs., those out of untried mares liner Hattan, which arrived to-day from Amoy. allowed 31br., and maldens allowed 51bs. we are in a position to give the following British coasting steamer Thales by the Japanese cruiser Yoshino. It appears that the Thaiss was placed under arrest by the commander of the Yoskino when eighteen miles from Amoy and was detained from six in the morning until five o'clock in the evening. Captain Bathurst vigorously protested against the seizure of some of his passengers, and it appears from the hesitation they exhibited that the Japanese were not quite sure whether they were set infringing international law by their action in searching and detaining the Thairs. The Hallan went out to the rescue and stopped between the Yoshino and Thairs, and Mr. Cars, the Company's agent at Amoy, boarded the Yoskino accompanied by several other passengers from the Hattan and protested to the Japanese Commander the British flag. H.M.S. Archer test Foochow as soon as news of the seizure arrived and Simon-Biserts, 3 years brought up in the locality of this disagreable Incident on Wednesday morning. This matter is left, we understand, in the hands of Mr. Gardener to settle. It appears beyond all doubt that Liu has reached the mainland and is; moreover, well provided for.

> MR.: George L.: Harrison, who might well be called the pioneer planter of Liberian coffee in Siam, arrived at Bangkok on the 9th instant from Singora. Mr. Harrison speaks with great cuthusiasm on the subject of his plantation, and it is hoped he will get in humper crops.

IT is officially reported that another suby mine has been discovered during the current year at Nanyascik a town lying in the north-west of the Bhamo District, and proposals have been sanctioned to depute an officer of the Geological Survey to thoroughly examine the tract of country during the ensuing cold season.

MARQUIS TORUDAIJI, Grand Chamberlain and Lord Keeper of Privy Seal, and Count Inquye Parafata, near Tananarive, has been captured. | ex-Minister Plenipotentiary and Envoy Extra-The Carr has congrutulated France on the ordinary, have been honoured with the grand insignia of the Rising Sun and Pauliownia Imperialls on account of their services to the State during the troublous times of 1894-1895.

> Aw Indian contemporary reports that a scheme for the establishment of commercial agencies at Bombay and Madras for the reception of kerosene and other Russian products finds much favous with Russian merchants, who would also be glad to see the present tea trade between India and Russia conducted directly, instead of, as at present, through Afghanistan and Persia.

> Naws comes from Chantaboon that, on the 7th last, two officers from the French gunboat Pluvier were out snipe shooting, and one, the surgeon of the boat, had a boy with him. The two officers were separated from each other paddy field in which the ears of paddy were high enough to prevent them from seeing each other One of the officers, seeing a bird, fired his gun, but instead of hitting the bird he hit his fellow officer and the boy. The latter is not badly wounded, but the surgeon is in a very critica state, having received the shots in the face and

> > THE KUCHENG MASSACRE.

PROCEEDINGS OF THE COMMISSION.

FOOCHOW, October 19th. Last Saturday we reported another crisis in the proceedings. The deadlock had continued so long that H.B.M. Consul thought it advisable to have a personal interview with the Viceroy morning. He was accompanied by Rev. W.

with His Excellency took place on Monday | siresdy referred to, will give you their views on not, of course, know all that took place. Manila Committee for their valuable services but judging from results which we do know! but in the private circular, some of the state to have been entirely satisfactory, we may ments as affecting the management, here have believe that Mr. Mansfield felt, for the first evidently been written under a misapprehension time since this investigation commenced, the | as to facts, and we are writing to correct them effect of the moral support his government had on these points. security for the repayment of Customs dues, seen fit at last to give him. The progress which Mr. Darby, in the course of a lengthy speech, could have effected what he has done. Backed be able to bring the investigation to a satis-

programme to be, that 14 of the criminals are to out down to Fouthern for trial in Elita.

H. G. BROWN & CO. LID.

The sixth ordinary yearly mosting of shareholders in H. G. Brown & Co. Ltd. was held at the office of the General Managers (Messrs. Gibb. Livingston & Co.) shortly after noo also present Messrs J. B. Coughtrie, G. C. Cox,

The notice convening the meeting having been read The Chairman said:—The report and accoun

having been circulated some time since, wit

your permission we may take them as read. regret very much they are not of a more favour able character but I think, considering what we have had to go through in regard to the man agement of the Company's affairs and business in the Philippines, it is matter for congratulation! that the result is not worse than it is. As intimated to you by the Chairman at the last meet ing, there has been much trouble in connection with our late manager at Laguimanoc whose services we found ourselves obliged to dispense with and the changes entailed thereby have contributed not a little to the expenses of the year, as shown, whilst the state in which the Company's sifairs were left was such as to necessitate a great deal of reorganising and the business suffered accordingly. Throughout all this we felt greatly the divadvantage of being at such a distance from the scene of the Company's operations and how little effective control could be exercised under circumstances such as those we had confronting us. Matters, however, have progressing rather better and business has been under the immediate control and direction of the Committee of Management in Manila since March last, and thanks to the evergetic way they have taken matters up we have good hopes for the future, though the present year 1801 may not show the full results of their labours. Much time has necessarily been taken up in reorganizing affairs and effecting various" changes which we hope may conduce to bring about better results later on. I had hoped to lay before you some report from the Manila Committee giving their views generally, as well as a rough sketch of accounts to 30th June last, but those have not yet come to hand but a copy of a private circular esued by the Manila shareholders, which I dare saviyou have already got, reached us on Tuesday and same deals at some length with the views of the Committee there on the position of the Company. During the past year we have had a poor market for timber and our profits have been largely curtailed, whilst for the first time during the Company's existence the working of the saw

mill shows an actual loss. The Mill is now shut down on the Manila Committee's recommendation and more attention will be given to developing the local business in rough timber in the Philippines. I regret the increased duties and levies on timber imposed by the Spanish Government continue to weight very heavily upon our business. In regard to the items of account I would point out that we stand on a far more liquid basis than at the end of 1803 having reduced overstocks of timber also the items and Sundry Debtors and Creditors, while our cash position also shows some improvement The Vanedera shares still remain in our hands the Chairman's statement at last meeting that they had been disposed of having been founded on a misunderstanding as to the meaning of a telegram from the Manila agent. The Manila Committee are seeing to the disposal of these. The vessel Elena, part of whose cost appears as a saset, has since been completed and has begun work. She is reported as being most suitable for the Company's requirements and we have left it to the Manile Committee whether to sell her or to retain her for the Company's buildess. The loss incurred on the sale of the Santiago, the previous vessel built, has not given any encouragement to continue this business of shipbuilding, profit and less account you will notice also bears the loss through the sale of the W. La

Lackeur referred to by the Chairman at last meeting. We are well satisfied to have no further vessels of the Company's except those wanted for the Philippine coasting trade, as the others had been such a continuous heavy : loss ever since the Company began business. So far we have been able to estisfy our tonnage requirements for this side pretty well by chartering, and hope to continue to do so, Items for charges and salaries both show an increase on those in previous accounts, but from the foregoing remarks the causes of these may be understood and it is expected that a gord desi of economy will be noticeable in future accounts. The charge for exchange shown is a very large one over previous years, accounts owing to the great rise in rates in Manile, but this has been very materially altered during this year and the item will be very much reduced. We had already proposed making some remarks about the position of the Company's assets as they stand in the books with the view of pointing out it would be necessary to provide for writing these down, and we have some time since called for the detailed views of the Manile Committee

about these but so far these have not come to hand. Until this depreciation has been thoroughly gone into and considered nothing canwell be done, but it will be dealt with as soon as sufficient data are before up, and these we hope to receive soon. With regard to the matter of providing for this we are unable to see how this can be accomplished unless under some scheme of reconstruction of the Company or a reduction of Capital, and we have maiready been making preliminary enquiries as to the best and he left Kucheng on Thursday, the 10th, for | way to set about this. As until we have somethis purpose, arriving in Foochow on Saturday | thing at credit of profit and loss account there

is no account to meet such writings off as Banister: It was a curious coincidence that may be considered necessary, this is a Admiral Buller should arrive in the river matter which must be dealt with at another on the same day-no pre-arrangement for this 'meeting. In the meantime the private circular had been planned | Mr. Mansfield's interview | from the Manila shareholders, which I have was somewhat prolonged. We do the matter. We feel very much indebted to the

which they claim have been misappropriated. Mr. Mansfield had made in this business up to asked several questions respecting certain statethe time of this crisis, appears to those who ments made in a "private and confidential" know the Chinese officials and their ways circular which has been forwarded to the sharewell, marvellous. No Consul less intimately holders by the Manila Committee of Management, acquainted with the Chinese, or, by the The circular in question showed, he thought, study of their character over the best part that the relations between the General of a lifetime, equally able to deal with them, Managers and the Committee of Management were not very cordial. He was of opinion that now by the support be has been given, he will the remittance of \$10,000 asked for to cover an overdraft in Manila should have been agreed to. factory lesus; but no strength of the support for it was better, if necessary, to borrow kere at a ought to be withdrawn until the work is com- low rate of interest than in Manila at 8 per cent. He did not know whether the \$15,000 mentioned Mr. Mansfield should have arrived at in the circular as the value of stock meant \$10,000 Kucheng last evening. We understand the on deposit plus \$6,000 realised by sales of stock Another matter he desired to point out was the be executed at Kucheng at once and the & leaders | objection of the General Managers to import sent down to Coochow for execution. The timber except by indent. If the business was to pluckily went to his rescue, though the tide remaining condemned criminals are to be be done by indents only then the Company's banished for life, but whether this will be done constituents must necessarily be limited to at once is not known. The examination of the lisrge consumers, such as the Hongkurg untried prisoners will then commence, and it is and Whampon Dock Co., for instance. As once, he disappeared. It is understood that thought that the investigation, as far as it will far as his (the speaker's) knowledge went there since that event, Private McVay has attempted I detain the Commission at Kucheng, will be was a good business to be done with Chinese. brought to a close by the end of the month. | contractors and builders who very often went in The Viceroy has undertaken to continue the for small quantities at a time, say, \$10 or search for those implicated, for an indefinite | \$40 worth, It would we well, in arrange time, and as captures are made, the arrested are to meet the requirements of Chinese where

a year and who would doubtless do business with others if there was no disposition shown to meet their oli'times limited requirements. Regarding the item of \$5,000 profit, he would like to know what part of this was realised in Manile and bow much in Hongkong? He thought the item of \$20,032 for Sundry Debtors very large and he would be glad to know what S. L. Darby, C. F. Harton, and J. Wheelley, prospects, if any, there existed of recovering any part of that sum? He would like some explanation of the charges made against the General Managers, that their policy of styling up large sums in timber stocks quite regardless of such items as interest and overdrafts, keeping large deposits in Hongkong and thereby causing the Company to lose 3 per cent. at least on its Capital," such policy tending, it

was stated in the circular, to land the Company

in the Bankruptcy Court. The Chairman replied at considerable length. There was no friction between the General Managers and the Manila Committee and the statements in the private circular were quite unlooked for. When the Committee was first appointed the Managers pointed out that were the management transferred to their friends in Mapila extensive alterations would have to be made in the Articles of Association and that until such alterations were made the Head Office must remain, as heretofore, in Hongkong. A free hand was given to the Manile Committee and that had resulted in furthering the interests of the Company. It certainly appeared, on the face of it, curious to have a fixed deposit here and an overdraft in Manile, but that matter had been thoroughly considered and it was found that there were all-sufficient reasons why the \$10,000 demanded should not be remitted either then or now It turned out that remittances could now be effected at a considerable saving compared with the cost of such transactions some little time ago. As soon as possible more remittances would be made to ease matters in Manila. With better management, than heretofore in Manile-and he was glad to testify to the energy and ability of the Committee—there was no reason why there should not soon be an improvement in the Co's affairs and even a return to the previous figures, despite the blighting effect of the increased taxes levied by the Philippines authorities. He deprecated the aboltion of the system of indents, which could do no good at all. The manager in the Philippines would be specially instructed to be very careful in his selection of timber. The "sundry debtors" were mostly good for the sums entered against them, and as the Manila Committee was looking into these accounts they would probably be settled before long.

Mr. Darby, in reply to the Chairman, said he was very glad to have these explanations. He was quite satisfied with the exception of the Chairman's opinion respecting indents. He thought it better to continually have stocks here ready to supply any and all customers. He now had much pleasure in seconding the Chairman's motion, that the report and account, as presented. be adopted.

On being put to the vote the motion was

carried unanimously. The election of members of the Consulting Committee was next proceeded with, and on the motion of Mr. Jas. B. Coughtrie, seconded by Mr. C. F. Harton, Messra, Clement Palmer and G. C. Cox were duly elected.

Mr. Darby new proposed, and Mr. Harton seconded, that Mr. F. Henderson be re-elected auditor, and this when put to the meeting was at once carried sem con.

The Chairman thereupon appounced that this concluded the business before the meeting and on thanked the shareholders for their attendance. On the motion of Mr. Coughtrie a vote of thenes to the General Managers and the Manila Committee, for all the trouble and care they had taken to improve the Company's interests, was carried unanimously, and the proceedings thereupon terminated.

AMOY NOTES.

AMOY, October 22nd. Yesterday I wired to you twice re the movements of Ispanese in Formosa. The seven Black Fing officials arrested on board the Theles are in charge, of two Japanese officers from the man-of-ware. I met them going to the

U. S. Consulate this morning and will let you

know later on how things go with them.

There is reason, I hear, to believe that Liu made his escape from Taiwan to this port in the Dante and of course in the garb of a common or garden coolie, because immediately on that steamer's arrival here a gig from one of the Chinese gunboats in port pulled alongside and took off several of her Chinese passengers. Lin did not even engage a cabin for his noble self! A Chinese officer who had been seven years in a military academy in Germany also arrived here by the same steamer. It appears that, seeing Lin's army badly organised, under the pretence of meeting a friend on board the Arcone he obtained permission from old Liu to go on board that vessel, and thence he got on board the Danie and finally turned up here. He was one of Lin's principal officers and is thoroughly, conversant with the German and English languages. I understand he is a native of Canton

A claim for \$2000 for damages sustained by cargo of sugar on board the German ship Galves, w, from this to Newchwang, has been settled privately by arbitration at the German Consulate in this port. A fire broke out the other evening at Messrs.

On the 14th inst, and a theatrical performance was given by the AD.C. at the Club They played "Auld Acquaintance" and " Chiselling in a highly creditable manner.

Boyd & Co.'s offices, but was quickly got under

The Arcona arrived this morning from Talwan and is gally decorated with bunting, as well as the other German vessels in port, in honour of the anniversary of the birthday of the Emperor of Germany

The Tholes leaves here at 3 p.m. to-day for Talwanioo. The revenue cruiser Ping Ching left here vesterday for Chapel Island and Swatow, taking stores and carrying the Inspector of Lighthouses,

CRICKET.

CORPORALS R. B. V. MEDICIL STAYS CORPS. This match was played at Happy Valley yesterday between teams representing Corporals of the Rifle Brigade and Medical Staff Corps, the medicos getting the better of their opponents by the narrow majority of nine.

CORPORALS OF RIPLE BRIGADE,

Corpl. V Corpl. I Corpl. I Corpl. I Corpl. II	Vells, b M fonkhouse Jolins, c F Lais, b We umus, c F ledwell, no	liter, Liler L b Westcot Earlson, b micott Taser, b Mil M out	Yestooti	
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Corpi, I Pie. Ho Sargi, H Surg. M Starg. M	icion, e fir raser, e T icien, li M icirrison, e laj, Westo laj, James ler, handi	revier, b Mo revier, b Ho eKory, b MoKory, b ett, b Holt., c Morris, l ed the ball.	Hole Monichouse	**************************************

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE "CATTERTHUN" DISASTER. A PROTEST.

To the Entrop of the "Hongroup Telburape." SIR,-After looking over the report of the decision of the Court of Inquiry which investigated the loss of the Catter thus, I as a member of the same profession as Mr. Laniear, the unfortunate late second officer in the Catterthum, am fully convinced that he has been unduly and very harshly dealt with. The Sydney Merine Board seemed determined to lay blame for the disaster on someone's shoulders and Lanfear has been the "sheep led to the slaughter."

Let us briefly examine one or two of the details. Primarily, the second officer has been deprived of his means of livelihood for alx months for altering the ship's course without the master's permission. Now, Sir, I maintain that the one mistake Laniear committed was that he did not sufficiently sheer off the course the ship was heading on. Probably, had he altered it to the extent of two or three additional points the Catterthun would have been affeat to-day. Was it not laid down at the Court-Martial held at Malta re the loss of H.M.S. Victoria that in urgent and extreme cases orders issued by a superior officer can be justifiably overridden to avoid apparent and probable disaster? Let us apply that dictum to the present case. Mr. Lanfear, in his capacity whilst on the bridge, as officer in charge of the ship, to run her on to Seal Rocks, and into shallows which are plentiful in the neighbourhood of the wreck, as a cursory glance at the chart will show? Of course I from

Then, again, as to the existence of the Rock which was sworn to in evidence at the Enquiry but apparently not given credence to by the Board. An individual was deputed by the Marine Authorities to search for this unknown Rock and because this personage was unable to discover its position it was decided by the Court to be non-existent, that decision is to say the least of it very premature if not grossly misleading. In consequence of the decision of the Sydney Marine Board what is Mr. Lanfear's position to-day? He has practically been estracted and disgraced and to add to this he has lost all his belongings in the ill-fated ship. .. It is to be hoped that he is a member of one of the powerful Marine Associations in London or Liverpool which will appreciate the fact that he has met with scant fustice.

It is much to be regretted, I think, that the Marine Board of New South Wales appear, its finding and rider, to have forgotten the time-worn adage—de mortuis nil nist bonum. Yours etc.,

A BRITISH OFFICER. Hongkong, 24th October, 1895.

.RÜSSIA'S RAILROAD THROUGH SIBERIA.

RAPID PROGRESS NOW BEING MADE. TO BE FINISHED BEFORE 1000.

The world has not in all its extent a territory so vest, so little known and so rich in romantic possibilities as will be opened to the globetratter by the great Siberian Railway, which Russia is building. It opens to commerce and agriculture a rich region, not unlike British America in resources, and to the traveller a new realm of interest to explore. Two more things it will do: It will lessen the time necessary for a trip around the world, and it will greatly lessen the horrors of Siberian captivity for Russian

prisoners. The Siberian Railway will benefit not only Russia, but the whole world. Siberia henceforth will attract travellers and settlers of quite different character from those associated with her name. This new element will appreciate its wonderful treasures and boundless resources. Siberia is not a wast prison. The transportation of unfortunates has contributed to its progress, fust as it did in the case of Australia.

The Western provinces have realised considerable advancement. Tomak has had a university since 1888. In Siberia are regions of great agricultural and industrial riches. The Urais have almost inexhaustible resources of precious metals. . In 1888 there was a production of gold valued at \$52,000,000, of 5,050lb, of platinum and 33,300 b. of silver. In 1888 the production of the mining industries of Russia was 21.65 per cent, of the world, Siberia furnishing almost the whole. The United States figure for 30.19, and Australia 25.27 per cent. all other countries of the world producing only a total of 22.39 per cent.

LENGTH AND COST. The following is an estimate for the Siberian Railway for the total length of 7,112 versts, or 4,694 miles :- Total cost Roubles

Class of works.

•	A	7,III versts.	werst.
	Expropriation of land	2,761,889	150
	Making the track	75.486,828	10,614
•	Construction works	78 441,921	11,030
	Laying the line	20,305,675	2,826
	Appartenances of the line	2,108,031	156
	Telegraph	1,740,880	245
	Building slong the line	3,875.682	545
	Station buildings	12 Bt6 E7E	3,808
	Water supply	4,505,375	633
	Station appurtenances		617
	General administrative and		٠,
	unforescen expenses		4,620
	39.	30,337,300	41000
	TotalB.	237,416,242	33,524
	Rails and fastenings	45,907,925	6,455
	Included		-
	Carriage of rails, fastenings	40,505,250	5,703
•	and rolling stock	25.325.055	3,560
		-313-21603	3,300
	. Total	111,594,240	15,718
	Grand total	250 240 480	10.010

Grand total350,240,482 49 242 As one verst is o.66269 miles, and a rouble finished in 1900. The indications now are that it will be completed long before that time. The city of Viadivostock is the Pacific terminus of the railroad. The present Czar, who was then taking a trip around the world went across and it was with great ceremony that the first sod of the greatest railroad in the world was

laid there on May 12, 189 . The road when completed will give a continuous gailroad line from Vladivostock to St. Petersburg. and the probability is that a branch line will be run down through Korea, and Japan will be brought within a days' side of this terminus. When this is done the Japanese can make a trip | that it was imperative for the development of to Paris with a water "voyage of less than Siberia to improve the internal communication twenty-four hours. The new Chinese sailroad of Siberia, and then complete the routes of now runs to the city of Shanhsikwan, where the transit on this side of the Ural. Mr. Ostrovsky great Chinese wall juts down into the sea. There | saw the solution of the problem in the construcis a breach in the wall at this point, and though of three roads. the superstitious Chinamen would hardly permit | 2, Perm-Tcholak, to unite the rivers Kama the cutting of the wall for a railroad, they have | and Iriyob,

allowed it to go through this breach, and it is now being pushed on into Manchuria. It will eventually reach the Russian frontier, and will probably convect with the Trans-Siberian Railroad, and then one can go from Peking to Paris | Barnaul.

GREAT CHANGES FOR ASIA.

It is impossible to estimate the changes which this great railro d will make in Asia. The tea trade of Europe will undoubtedly go over if, and the great bulk of the exports from China, Japan

and Korea will be carried through Siberia to Europe. As it is now, the fastest steamers are used for the ten trade. The new teas bring the highest prices in the market, and ocean steamers go up to the city of Hankow, 700 miles in the interior of China, and as soon as they can load they sall with full steam to London. They go on by the Sues Canal, and it takes them about forty-five days to make the woyage. The Chinese have already planned a railroad to the centre of the tea districts from. Tientsin, where their new military railroad begins, and the tea will be shipped right north to Siberia, and get to Europe within fifteen or eighteen days. Tea carried overland is said to be much better than that which goes by water, and this may make a revolution in the tea trade of the world. At present the foreign trade of China amounts to about \$300,000,000 a year, and the bulk of this is made up of costly articles like tea and silk. These can pay high freight rates, and they will undoubtedly be shipped by rail. There are now in the neighbourhood of 600,000,000 people in China, Japan and Korea. There are about

It will probably make Russia a great manufacturing nation, and the Russian fron will be shipped over it to Chins. There is no iron in the world better than that of the Usal Mountains, and the Chinese are ready to pay high prices for good fron. Most of their tools are now made by hand, and they must have the best raw material. A present a large part of the fron used in China is made up of cast off horseshoes, which are sent out from Europe by the ship-load The Chinese make rasors, knives, and all kinds of implements out af this fron, and there is a great demand for t all over the empire. There are great from deposits at different points along the Trans Siberian Railroad, and big factories will spring up at all these points. The Russians are good mechanics, and they have vast ironworks near Moscow and at Taul, which make as good hardware and guns as are found anywhere in the

4,000,000 people in Siberia, and this road has

the trade of nearly one half the world to draw

As the line is now planned and being built, it is to run from Moscow right through the southern part of Siberia, making an almost straight line through this immense territory to the city of Vladivostock. It goes through rich gold mines. It taps vast areas of rich soil, and it will probably build up an empire in Southern Siberia. The first section of the road is at the west. It begins in the Ural Mountains, and there is an army at work building it. The next section is to run from the town of Omsk, on the river Ohi. and the contractors are also at work here. In the middle of Siberia there in another army laying track, and the road is being pushed as fast as possible from Viadivostock to the west. It crosses great rivers, which have to be bridged, and it goes through some of the most wonderful scenery in the world. It skirts Lake Baikal, one of the biggest lakes in the world, the average depth of which is more than a mile. Near this lake the road passes through the mountains, and it has many tunnels and stone

The mountains are of granite, and the work of construction will be very difficult. Throughout the whole central region and the west there is but a sparse population, and it is the same in the east. The workmen have to be sent from European Russia, and all of the rolling stock and iron have to come from there. Some of it is shipped from the west. That for the eastern section is being taken around through the Sues Canal by ses, and there is another lot which is

shipped down into Siberia by the Arctic Ocean, . The road is being constructed in the very best manner. The rails weigh 18th, to the foot, The bridges are of wood, and the road is well ballasted. The greatest distance allowed between the stations is thirty-five miles, and it is proposed to equip the road with enough rolling stock to form three sets of army trains every twenty-four hours. The road is to be to a large extent a military line. The stations are built of wood in the interior, though some of the larger ones are of stone. The depot at Vladivostok is a big two-story stone and brick building. It is well constructed, and it would

be a respectable depôt in the United States. The first idea of a Siberian railway originated with the Count Mouravieff Amurski, Governor-General of Siberia, who conceived the idea of making use of the Bay of de Castri, in the Straits of Tartary, and uniting it to Schick on the Amoor River, first by a carriage road, which could be subsequently converted into a railway, The surveys were made in 1857, but for want of means the works were not carried out. At the same time there appeared two other proposals, one from the English angineer, Mr. Dull, of a horse tramway from Nijnl-Novgorod through Kasn and Perm to the Pacific Ocean. This scheme was dropped by the Government owing to its unsubstantial character,

The other proposal was from an American, Mr. Collins, petitioning the Russian Government to authorise a stock company, to be called the A jur Railway Company, uniting Iskutsk and Chitks, calculating to get the necessary capital in Siberia Itself.

Through the influence of Count Mouravieff the scheme was thoroughly investigated, but rejected as inopportune. After several proposals during the following ten years three routes were laid by Mesers Rachette, Bogdanovich and Lubimoff, All three begin at Perm, and end, the first and second, in the town of Flumen (20,000 inhabitants), and the third at Bielosersk, on the Tobol River, which it was proposed to make navigable. After thorough examination in 1872-1874 the Government established three principal routes-viz. 1. The Northern-Kineshma, Via ka, Perm, Ekaterinburg, of the | vessels of 708, 971 tons. This includes, however, is about 50 cents, we have a total expense of extent of 933 versts, or 616 miles. 2. Southern all vessels broken up, etc., and does not consist \$175,105,141 for 4,094 miles or \$37,304 per mile. Wighm, Novgorod, Karan, Krasne-Oofimsk, The railroad is now being pushed all along Rhaterburg, of an extent of 1,172 versts, or 773 the line. Since the breaking out of the Chino- miles, 3. Alatyr, Uia, Chellabinak, of an extent Japanese war the work has been more earnest, of 1,173 versts, or 774 miles—the first being a to the British. In 1894 it measured 1,485,000 and a large force of men are grading the routes development of Mr. Rachette's scheme, the tons to 9,585,000 tons for England. The German and laying the rails as fast as possible. The second an alteration of that of Mr. Bogdanovich, original intention was that the road should be | and the third for the Siberian and Central Asiatic traffic.

> PLANS SUBMIT. ED. In 1875 the Government's attention was

mainly given to the first two schemes, northern and southern. At the same time a petition was the shipowners, has now been forced to send Siberia along the line of the proposed railway, I started to build a railway from Viadivostok to Lake Khanks. In 1880 was issued an imperial ukase for the building of a railway between Ekateriaburg and Insmeux. The accomplishment of that showed that the southern route would no longer meet the requirements.

Several projects were set forth, and among them the most prominent is the scheme presented in 1880 by the engineer Ostrovsky, maintaining

Tomsk-Krasnovarks, to unite the sivers Obl and Youliel, and, finally, 3. Omsk-Barnaul, to unite with the River Irty-h at Omsk. and with the River Obl at

-The-first-two-lines,-for-800-and-400-ventsrespectively, open communication between the Volga river and the Lake of Balkal Ostrovsky ascribed special importance to the Omsk-Barnaul line, as shortening the great water road from the rich mining district of Aliri to Tobolsk and strengthening the trade with China. Thus taking advantage of the waterways of Siberla, Ostrovsky thought would realise the cheapest communication between the centre of Siberla-Irkutsk and the centre of European Russia-Moscow. Further Mr. Ostrovsky traces in general terms his line as follows: Rissan, Spassk, Ula, Zlatoust, Cheliaba, Petropavlovsk, Omik, Kainsk, Tomsk, Marlinsk, Achinsk, Krasnoyarsk, Kansk, Ugdinsk, Balagansk to Irkutsk. This route is almost exactly the route finally adopted.

The surveys were carried out in 1877, and it was found possible to proceed to the carring out of these schemes. A special commission was appointed in 1890,

which decided that the work should begin

simultaneously at the opposite ends in the East and west. .The choice of the terminus of the Western line, on the other hand presented a more difficult problem, and only long discussion and study

resulted in favour of prolonging the Samara-Ziatoust-Miass line through Cheliabiusk and Finally, by an imperial uase, on March 17th, 1801, the question of the construction of the railway was decided in the affirmative. This rescript was promulgated by the Cesarewitch on

the first eastern sod of this mighty work. On February 19th last year the Emperor approved of the following decision, made by the Committee :-

May 12th, 1801; in Vladivostok, and then he laid

paratory work for the section around. Lake Balkal, and make the final researched between Irkutsk and Listvinichnals. An allowance is made of ro,000 roubles for the first purpose and

5,000 roubles for the second. 2,485,000 roubles (about \$1,482,500) for section z of the middle part of the road from Krasnoyarak

of Irkutsk. Russia is in earnest about this work. rest of the world will hope that when this work shall have been finished Russia will prove her essentially civilizing character and peaceful action in Asia," these being the words of Count Ignation in 1873.—New York Herald.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (Gaelle) 27th lost. French (Yarra) 29th inst. American (City of Peking) 5th prox. Canadian (Empress of India). 5th prox.

THE Canadian Pacific Railway Co.'s stempship Empress of Japan arrived at Vancouver

THE Ocean Steamship Co.'s steamer Ulysses. from Liverpool, left Singapore for this port this morning, and may be expected here on or about the 20th last.

SHIPPING RETURNS. From 5 p.m. yesterday to 5 p.m. to-day.

-1-	ARRIVAL	5.	Y .
Hattan	steamer,	from	Coast Ports.
Hanoi	. 11	1)	Heiphong.
Hachidate Maru.	• 11	11	Kutchinotsu.
Keongwal	. 11	11	Bangkok.
Romuius		46	Probolingo.
Ask	4 19 .	91	Holbow.
Pique Unbria	. croiser	94	Amoy, etc.
Unbria	, cruiser	1 ig 1	Shanghal.
Aggregating	g 13,791.1	ons r	egister.
D	EPARTUR	RS.	, .
Brasmar	steame	r. for	Singapore.

Coast Poris. ormosa Kalur-i-Hind Europe. Chunshan Swatow, Singapore. Dardanus Shanghal Feiching Shanghai. Prix Heinrich New York Aggregating 16,450 tons register.

The Japanese steamship Kackidate Mars left Kutchingtru on the 10th Instant, and had moderate winds and fine weather.

The British steamship Haltan left Foothow on the 20th instant, and had fresh north-east monsoon and moderate sea with fine clear weather throughout. Left Amoy on the 22nd. and had calm and fine clear weather to about 18 miles north of the Lammocks. The wind then commenced to blow fresh from north-northeast, accompanied by drizzling rain [. weather remaining unchanged to Swatow on the 23rd. In Amoy the German man-of-war Ancons, and the steamships Thales and Invertay.

HONGKONG AND WHAM	IPOA	DOCK	RETUR
Helene Richmers	in	Kowloo	n Do
Kagoshima Maru"	*	H	
Kowloon Tsat	18.	' 11	
Yuen Sang	99	e er	
Solent	177	**	
Tacoma	10	. 19	100
Praya	27	99	
Talles	99	99	
Kinshin Maru		Aberde	:CD
Dante		19	
Wivern		Cosmopo	litan

AMERICAN ITEMS. According to Lloyds, the total loss of vessels over 100 tons register during 1804 was 1,114

entirely of casualties. Germany's mercantile marine is now far greater than that of France, and is second only steamer tonnage alone, which in 1888 was less

466,000 tons for France. After refusing to take any part in the proposed pairol of the Atlantic for the purpose of destroying derelects, the British Admiralty, pressed by some ships to co-operate with the U.S. Government for this purpose. No definite arrangements have yet been made.

The Cramps will not dock the batileship ship can go into hat dock with prefect safety,

from that date until the sath, when she was ordered to Philadelphia for discharge The Sugar Trust refused to purchase the cargo on the arrival of the vessel and obtained; it finally on its own terms. Demorrage for the vessel's delay was counted up at the rate of \$300 per day against the owners of the cargo. The cargo consists of 12 433 basket of last season's crop. It was loaded at Tagal, Sourabays, and other ports in the Dutch East Indies.

COMPRESSED AIR FOR FOG HORNS. The Lighthouse Board of the Tressury Department has been experimenting for the last year with a new fog-born, apparatus at the Staten Island station. Instead of the old method of blowing their horns with steam, which was slow and expensive, the officials of the Lighthouse Board decided to use a gas motor," with which sir is compressed late a tank and liberated through the fog horn. The motor is called the Horns-Avroyd safety oll engine, after its inventors. Experiments thus far have been made with stationary engines on shore. To assure themselves of the efficiency of the motor on shipboard the officials of the Lighthouse Board have decided to have one of the mot rs and its appliances placed on the Winter Quarter Shoul Lightship, off Atlantic City. Two engines have been put on the ship. One is a duplicate of the other, to replace the one in operation in case of accident. It is believed that the engine will be as successful on a rolling as on a stationary base. The engine is moved by a succession of gas explosions in the piston. By the use of a Clayton, air compressor, air will be forced into the large tank, to be drawn upon as occasion requires. The blast with the new generator and apparatus will last & second and will be repeated each mir ute during a fog. The greatest advantage, perhaps, which the new generating power possesses is the quickness with which t e sound can be made. Under the old method it took from 45 to 60 minutes to light of the steam to blow the horns Now, in 5 of China. minutes air can be compress d in the tank, and a blast of the maximum force can be given immediately. The tank is left full of compressed air after it is used, and contains enough power 2. To allow the immediate disbursement of to keen the born soing for to minutes. Thus it will be seen that under the new method the One person, per month blowing of the horns is practically continuous. They can be started before the fog rolls down upon the keeper and be kept blowing steadily urtil the log lifts. The power can readily be that off during any temporary lifting of the fog, while formerly it was necessary to keep the fires up and banded f ra long time so as to be sure of being in readiness should the fog rell down again. If the experiment on the lightship on Winter Otarter Shoul proves a success, the next appliance will be put in on the light ship off Nantucket, where the fogs are frequent.- N. Y. Maritims Register,

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET. In their Freight Circular issued on the

24th inst. Mesers Lamke and Rogge write :-The healthier tone which prevaded our freight market a forinight ago has unfortunately not been maintained; the period under review has been devoid of animation and business in most branches has been dragging considerably.

STEAM-FREIGHTS :- Our last quotation from Salgon to this port was 14 cents per picul with an advancing tendency, but immediately afterwards the market dropped several cents per picul and for some days nothing better than to cents per picul was procurable though no chartering was done on that basis. A slight change for the better during last week enabled two steamers, bound for Saigon and back, to book their return trip at xx cents per picul and this rate may be put down as closing quotation for medium size vessels only. The local rice market being in a weak state and prices at Saigon unaccoutably high, the chances for an early improvement are rather remote. According to Saigon advices, the new crop promises well, but it is too carly yet to form any reliable opinion as to its culturn.

Bangkok advices are somewhat more favourable and natives are enquiring for tonnego at 20/15 cents per picul. No settlements have, however, been effected locally so far, but it is reported that the Norwegian steamship Sultan, just returned from Bangkok, has accepted a charter there for eight consecutive voyages, first 2 trips at 19/14 cents per picul and the remain-Ing six trips at 25/20 cents per picul.

With regard to northern business, there has been a complete collapse in Newchwang chartering owing to very unfavorable advices from that port. There appears to be great difficulty In forwarding produce from the interior; prices have advanced materially in consequence and Chinese are evidently at a loss how to fulfill previous" eagagements as in several instances they are trying to cancel charters or to make other arrangements. There is no demand whatever for further tonnege and unless better news comes to hand shortly the season may be considered closed.

As intimated in last report, coal freights from Japan have undergone a slight change for the better and three steamers have been taken up at \$1.40 per ton; Moji to this. The enquiry is,

however, I'mited, On monthly terms, quie a number of settlements are on record, mostly for local account. The Continental and Amur are intended for Formess poits under sub-charter; the Jacob Diedrichsen has been taken up by a Visdivostock firm, who have sublet her loc-l'y, up to the time she is wanted for the Siberian trade, and the other boats are chartered by Chinese for southern business. There are also fresh enquiries from Shanghal, probably stimulated by an increase of business from Yangize ports, Chinkiang and Wuhu, whence a number of regular liners have been chartered recently at gradually hardening rates, up to 18 cand, having been paid, whilst several outsiders were booked at 14 to 15 cand, per picul.

BA-L PREIGHTS:-The besth for New York has been relieved considerably departure of four ships, and no fresh charter has been effected and shippers are very reluctant as to re-opening negotiations. Owners are asking about 22/6d Shanghal and Hongkong to New York with proportionate reduction from this than the French, amounted to 860,000 tons to port only, but this rate freighters decline to pay and business in the meantime is practically suspended. For San Prancisco, a small carrier has been chartered costing about (gold) \$3 per ton. For Honolula, the Velocity is doing another trip at the old rate. Coastwise.—No charters reported.

Scorr's Emulsion of Pure Cod Liver Oil with Indiana at Port Royal. Charles H. Cramp Hypophosphites is especially adapted to all Bole Agents for Louis Audemary Watchesexplained to Secretary Herbert that this decision | conditions where the tissues are wasting away of the firm was due to its desire to avoid the risk ! from inability to digest and assimilate ordinary that was attendant upon the docking of the food. The combined virtues of Cod Liver Oil battleship in this structure. The Indiana will and Hypophosphites produce a marked effect in probably be docked in the English dry dock at | such cases. They restore the wasted tistues, Halifax. The dock has already accommodated "create an appetite, make new blood, heal the English men-of-war and the United States bettle | I fimmation of the throat and lungs, and increase the flesh. In short they form the finest The British steamship Falkland which arrived | combined food and medicine that can be given cargo of sugar from Java, was compelled to Agents for Houghous and the Empire of I Jetaalis at anches off the Delawase Becalevater | China :-- Watking & Co., Hongkong.-(Adv);

Potels.

THE PRUITY HOTEL MIVANOSHITA HAKONE.

Four and a half hours from Yokohama. FIRST-CLASS ACCOMMODATION. NATURAL HOT SPIINGS.

THE ELECTRIC LIGHT IN ALL THE RUILDINGS.

TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.

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WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families

P. BOHM. Proprietor & Manager.

Hongkong, 3rd April, 1895.

and for Monthly or Extended Periods.

PEAR HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands 1. To begin during the year 1894 the pre- t'e fires under the botters for the generation magnificent Views of the Harbour and mainland

SPECIAL WINTER 'RATES. (FROM 1ST NOVEMBER TO 115T MARCH). One person, per week Married couple (occurying one room) per Married couple (occupying one room) per month 110.00 Married couple (occupying two rooms) per month stanta to 130.00 Extra Bed Room, per month

Extra Bed Room, per day For further particulars apply to THE MANAGER. New Victoria Hotel. Hongkang, toth October 1805

THOMAS GRILL ROOMS No. 2, QUEEN'S ROAD CENTRAL.

connection with the GRILL ROOM, have secured the 1ST FLOOR recently occupied by the China Fire Insurance Company (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS. with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS to Parties, when Ordered distinct from the ordi-DRIY GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Honekane, 20th April, 1805.

To be Tet.

TO LET. TO. 4. OLD BAILEY STREET. Six Roomed Dwelling House. No. 3. MOUNT GOUGH, at the PRAK, Furnished-From November 15th till April next. Apply to DAVID SASSOON, SONS & Co.

Howgkong, 10th October, 1805. TO LET. TOUSE No. 5, "DES VOUX VILLAS," PEAK-Gas and Water laid on.

Apply to BELILIOS & Co. Hongkong, 12th October, 1895.

TO LET. WITH IMMEDIATE ENTRY.

TTOUSE on BONHAM ROAD, with Seven Rooms and all conveniences. Apply to J. C. THOMSON,

BEAUREGARD.

Bonham Road. Hongkong, 21st October, 1805.

TO LET. TO. 2. DUDDELL STREET. FIRST FLOOR of No. 12, QUEEN'S ROAD CENTRAL, suitable for Offices.

Apply to LINSTEAD & DAVIS. Hongkong, 30th September, 1805.

FOR SALE.

APAN HAND-MADE PAPERS. Tapan Printing Papers, Tapan copying papers. Tapan Wall Papers.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under-MITSUI BUSSAN KAISHA, 8, Queen's Road Central.

Hongkong, 3rd January, 1804. CHS. J. GAUPP & CO., PHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER. SMITHS, and OPTICIANS, CHARTS and BOOKS.

NAUTICAL INSTRUMENTS. awarded the highest Prizes at every Exhibition and for Volgtländer and Sohn's CELEBRATED OPERA GLASSES. MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central.

G. FALCONER & CO., TATATCH and CHRONOMETER MANU- LIGHTMING, Brit. str., Capt. Spence-D. Sassoon, FACTURERS and JEWELLERS. at Delaware Breakwater on September z with a the lovalid. Any Chemist can supply it. Sole NAUTICAL INSTRUMENTS, LYDERHORE, Norw, str., Capt., Hammerane. CHARTS and BOOKS. No. 45, Queen's Read Central.

Intimations.

SIEN TING.

SURGEON DENTIST. No. 10, D'ACUILAR STREET TERMS VERY MODERATE,

Consultation free, Hongkong, 27th September, 1805.

DENTISTRY.

FIRST CLASS WORKMANSHIP

MODERATE FEES. WONG TAI-FONG Surgeon Dentist.

(Formerly stricted Apprentice, and latterly assistant to Dr. ROGERS), Has RamOVRD

THE BANK BUILDINGS, QUEEN'S ROAD. (Opposite Hongkong Hetel). CONSULTATION FREE. Hongkong, 27th July, 1801.

#FOR THE BLOOD IS THE LIFE?

WORLD-FAMED

THE GREAT BLOOD PURIFIER AND

RESTORER CR cleansing and clearing the blood from all impurities it cannot be too highly

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a neverfailing and permanent cure. It Cures Old Sores.

Cures Sores on the Neck. Cures Sore Legs,

Cures Blackheads, or Pimples on the Face. Cures Scurvy. Cures Ulcers.

Cures Blood and Skin Diseases. Cures Glandular Swellings. Clears the Blood from all impure matter. From whatever cause arising.

It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS

Clarke's Blood Mixture is sold in Bottles 28. 9d. each, and in cases, containing six times the AM happy to inform my PATRONS that in quantity, III.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture." CLARKE'S BLOOD MIXTURE.

CAUTION .- Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's Worldfamed Blood Mixture," blown in the Bottle, without which none are genuine.

J. DENIS, HENRY MOUNIÉ & CO.

COGNAC. ESTABLISHED 1838.



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EXCEPTIONAL PURITY AND

EXCELLENCE. Proprietors of large Vineyards and

Distillaries. Apply to:-PIERRE MARTY, Esq., Hongkong, [1449 M. OPPENHEIMER & Co., Paris, Agents.

A CURE FOR ASTHMAIII GRIMAULTS INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stilling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & GO., Paris, foldby all themists.

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AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaida, have not the inconvenience of producing Nansca.

MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cames GRIMAULT & Co., Paris, fold by all themists.

> NOTICE RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS WILL be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Versels during

their stay in Hongkong Harbour :--BENGLOE, Brit. str., Capt. Thomson-Gibb. Livingston & Co. EMGELEDEM, Beit, str., Capt. Shimmin-

Standard Oil Co. Soss & Co. Mitsul Bussan Kaland. [770 VELOCITY, Brit, ble Capt Maria -Chinase

Entimations.

MR. CHADWICK KEW. (Late of Poate & Noble.)

TAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. TRETH filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TRETH EXTRACTED.

PLATES A SPECIALITY. Hongkong, 7th June, 1895.

TO SHIPMASTERS.

INQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship. We are the only Water-Boat Company in

Hongkong exclusively Supplying FILTERED WATER. Call Flag "W."

, W. KEW & Co., STEAM WATER-BOAT CO., 18, Praya Central. Hongkone, 7th, October, 1805.

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS. FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENLARIG," Captain Wallace, will be despatched as above on or about 25th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongwong, 11th October, 1905.

FOR JAVA, SOURABAYA, SAMARANG, VII . SINGAPORE. HE Steamship

"TETARTOS," Captain Dinse, will be despatched for the above Ports on SATURDAY, the 26th instant, at

For Freight or Passage, apply to WING CHEONG & Co. AH YON. Hongkong, 21st October, 1804. [1431

DOUGLAS STEAMSHIP COMPANY. Limited. FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

Captain Roach, will be despatched for the above Ports on SUNDAY, the 27th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 23rd October, 1895. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAN) PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship "MENMUIR."

Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 30th instant, at THE Steamship Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber.

which ensures the supply of Fresh Provisions throughout the voyage. A Stewardess and a duly qualified Surgeon are carried.

or Passage, apply to For Freight GIBB, LIVINGSTON & Co., Hangkong, 1 rth October, 1805.

CHINA NAVIGATION COMPANY. LIMITED.

for port darwin, queensland PORTS, SYDNEY AND MELBOURNE. THE Steamship

"CHINGTU. R. Innes, Commander, will be despatched on WEDNESDAY, the 30'b instant, at 3 P M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 10th October, 1895. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORT, SYDNEY AND MELBOURNE. HE Steamship

"TAIYUAN." R. Nelson, Commander, will be despatched on TUESDAY, the 12th November, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, The First-class Saloon is situated forward of the Engines: A Reirigerating Chamber ensures the Supply of Fresh Provisions during the entire

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 21st October, 1805.

NORDDEUTSCHER LLOYD. NOTICE

STEAM TO KOBE (DIRECT). THE Company's Steamship

"LUEBECK. Captain Harrassowitz, will load here for the above place, and will have quick despatch. For Freight or Passage, apply to MELCHERS & Co,

Agents. Hongkone, arst October, 1805.

THE "JAPAN" LINE OF STEAMSHIPS. FOR NAGASAKI, KOBE AND YOKOHAMA. THE Steamblo

Captain G. H. Jack. due here about the 24th instant, will load here for the above places, and will have quick despatch. For Freight or Passage, apply to-

MELCHERS & Co. Hongkong, 21st October, 1805.

Intimations.

THE BEST OF EVERYTHING

IN THE MATTER OF

WATKINS & Co ore

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

"LIGHTNING"

having arrived from the above Ports. Consignees

on board after the 25th Instant, will be landed at

Consignees' risk and expense into the Godowns

of the Wanchal Warehouse and Storage Com-

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

No Fire Insurance will be effected.

Hongkong, 23rd October, 1895.

Bills of Lading will be countersigned by

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PRINZ HEINRICH."

THE above named Steamer having arrived,

that their Goods, with the exception of Opium

Treasure and Valuables, are being landed and

stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, whence delivery

notice to the contrary be given TO-DAY before

Optional Cargo will go on to Shanghai unless

No Claims will be admitted after the Goods

All broken, chafed and damaged Goods are to

be left in the Godowns where they will be

examined on MONDAY, the 25th October,

All Claims must reach us before the 30th

MELCHERS & Co.,

J. S. VAN BUREN.

Agents

October, or they will not be recognised.

Hongkong, sand October, 1705.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

Pacific Mail Steamship Company

NOTICE.

ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to take

immediate delivery of their Goods from along-

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLAWERS,"

FROM ANTWERP AND LONDON.

ONSIGNEES of Cargo are hereby informed

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ld.,

whence and/or from the wharves delivery may

have left the Godowns, and all Goods remaining

undelivered after the 25th instant, will be subject

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 28th

All broken, chafed, and damaged Goods are

GIBB, LIVINGSTON & Co.,

instant, or they will not be recognized.

examined on the 24th instant, at 3 P.M.

No Fire Insurance will be effected.

Hongkong, 19th October, 1895.

Goods from alongside.

Bills of Lading will be countersigned by

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES,

STEAMSHIP "TACOMA."

PODE VAN WOIT

THE above Steamer having arrived, Con-

send in their Bills of Lading for countersiens-

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ics-House Road.

S now in a position, in his New and Com-modious Premises, to eclipse, as herstolore,

Tongkong, 18th October, 1805.

signess of Cargo are hereby requested to

COODWELL CARLILL & Co.

be obtained.

that all Goods are being landed at their

Hongkong, 21st October, 1801.

"CITY OF RIO DE JANEIRO."

have left the Godowns and all Goods remaining

undelivered after the 20th October, will be subject

Consignees of Cargo are hereby informed

DAVID SASSOON, SONS & Co.,

DELIVERY of their Goods from alongside, such

THE Steamship

pany, Limited, Wanchal.

may be obtained.

will be delivered from alongside.

GLYCERINE AND CUCUMBER.

CHAMPAGNE BITTERS. BALSAMIC COUGH TINCTUS

BEST. CONSEQUENTLY YOU WILL DO WELL TO ORDER FROM

PEACH BLOSSOM SOAP.

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, ·LIMITED.

FOR TIENTSIN. THE Steamship

"KWEIYANG," Captain Dawson, will be despatched TO- of Cargo are hereby informed that their Goods MORROW, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 17th October, 1805.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED, FOR MANILA, VIA AMOY. THE Company's Steamship

"YUENSANG," Captain W. Waddilove, will be despatched as above on MONDAY, the 28th instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Pas-age, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 23rd October, 1805.

"GLEN" LINE OF STEAM PACKETS. FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENEARN." Captain Murray, will be despatched as above on TUESDAY, the 29th instant, at 4 P.M. instead of as previously notified. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Hongkong, 17th October, 1805. "MILBURN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL THE Steamship

"PORT PHILLIP," Captain Grey, R.N.R., will be despatched for the above Port on or about TUESDAY, the 29th at 1 P.M.

For Freight or Passage, apply to DODWELL CARLILL & Co. Hongkong, 17th October, 1895.

FOR KOBE AND YOKOHAMA.

"BENGLOE," Captain Thompson, will be despatched on MONDAY, the 28th instant. For Freight, apply to BUTTERFIELD & SWIRE,

Hangkong, 23rd October, 1895.

FOR CHEFOO AND TIENTSIN. THE Steamer "FUPING."

Captain Lehmann, will be despatched for the above Ports on TUESDAY, the 20th Instant, at For Freight or Passage, apply to

CARLOWITZ & Co., Hongkong, 23rd October, 1805.

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL THE Company's Steamship

"PRIAM." Captain C. Jackson, will be despatched as above on TUESDAY, the 20th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 17th October, 1805 FOR DELAGOA BAY AND NATAL

(Taking Cargo at through rates for KAST LONDON, PORT ELIZABETH and CAPE TOWN.) THE Steamship

"YANARIVA" Captain Weston, will leave for the above Posts about the 10th November. For Freight, apply to

GILMAN & Ca, Hongkong, 11th October, 1805.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. FOR LONDON, VIA SUEZ CANAL (With liberty to call at MANILA.)

THE Company's Steamship "PINGSUEY," D. Davies, Commander, will be despaired as above on or about the 10th proxime.

For Freight or Passage, apply to HOLLIDAY, WISE & Co. Agents. fract ture, and to take immediate delivery of their

Hongkong, 21st October, 1805.

SAILING VESSELS. FOR NEW YORK. THE 3/3 A.L.I. American Ship

"SAINT JAMES," Clifford, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

CARLOWITZ & Ca Hongkong, 20th September, 1805. -FOR NEW YORK.

HE 100 A. I. British 4-masted Bark "MATTERHORN," John Williams, Master, is now loading here for the above Port, and will have quick despatch. For Freight, apply to

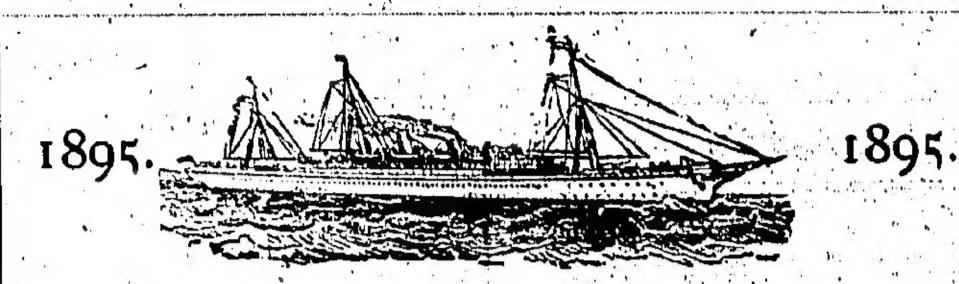
Houghoug, 5th October, 13qt.

ARNHOLD, KARBERG & Co.

ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East, GROUPS AND VIEWS Property. Hongkong, 23nd September, 1804.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STRAMSHIP LINE.



PUNCTUALITY. SPEED. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

BHPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, goth October. BMPRESS OF INDIA ... Comdr. O. P. Marekall, R.N.R... WEDNESDAY, 27th November. BMPRESS OF JAPAN ... Comdr. G. A. Lee, R.N.R...... WEDNESDAY, 25th December:

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Queboc, Halliax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Cargo impeding the discharge or remaining

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia. via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for o months, THE Steamship

Cargo impeding the discharge of the vessel will | £100. The attractive features of this Company's route, embraces its PALATIAL STRAMSHIPS be landed and stored at Consignees risk and (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAIN (the Company having received the highest sward for same at recent Chicago World's Exhibition and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated b the Company, and their appointments and Culsine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to.

> D. E. BROWN, General Agent, Padder's Street

OCCIDENTAL & ORIEN-TAL STEAMSHIP COMPANY.

Hongkong, and October, 1895.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO.

CENTRAL AND SOUTH AMERICA, AND **EUROPE**: THE OVERLAND RAILWAYS, TLANTIC AND OTHER CONNECTING

STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Gaette (via Nagasaki, Tuesday, 5th Nov., Kobe, Inland Sea & at Noon. Yokohama)

Belgie (via Nagazaki," Kobe, Inland Ses & Saturday, 7th Dec., Yokohama) Coptic (via Nagasaki,) Kobe, Inland Ses, Thursday, 26th Dec., Yokohama & Honoat Noon.

T'HE Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via nagasaki, kobe, inland sea YOKOHAMA on TUESDAY, the 5th November, at Noon. Connection being made at Yokohama

with Steamers from Shanghal. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their

journey at any point en roule. Through Passage Tickets granted to England. France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various. Routes may be obtained

upon application. "Special rates (First-class only) are granted Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to

No Claims will be admitted after the Goods | Government officials and their families. Persongers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of to per cent. This allowance does not apply to through fares for China and Japan to Europe. . .

to be left in the Godowns, where they will be All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Involces to accompany Cargo destined to Points beyond San Francisco, In the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight Passage, apply to the Agency of the Company, FROM TACOMA, VICTORIA, YOKOHAMA No. 7, Praya Central. J. S. VAN BUREN, Agent.

Frengheng, 17th October, 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bent Bulldings. Timetore, of Matric 1835:

U. S. MAIL LINE. PACIFIC MAIL STEAM SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILDIGE FROM HOMGEONG. City of Rio de Fanciro (via Nagazaki, Kobe, LSaturday, 26th Oct., Inland Sea & Yokoat Noon. hama)

Nagasaki, Kobe, In- Saturday, 16th Nov., land Sea, Yokohama at Noon. and Honolulu)..... China (via Nagasaki, Tuesday, 26th Nov., Kobe, Inland Sen &

Yekehama)..... THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, vis NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 26th October, at Noon, "taking Passengers and Freight for Japan, the United States, and

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolule, and passengers are allowed to break their

ourney at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic tions of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAYS: also the CANADIAN PACIFIC RAIL-WAY on payment of La in saddition to the regular tariff rate.

Passengers holding Orders FUR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes sad on application. Special rates (first class only) are granted Missionaries, members of the Naval, Military Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokokama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to posts in Marioo, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 r.st.

the day previous to sailing. Parcel Packages will be received at the Office until 5 Flat, same day; all Parcel Packages should be marked to address in full greature of same is required." Consular Invoices to accompany Cargo deptined to Points beyond San Francisco, in the United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the Collector of Customent Sen Francisco. For further information us to Passage and Freight, apply to the Agency of the Company 19. 7. ETRYS CONTRAL

J. S. VAN BUREN, Agent Hongkong, 8th October, 1805.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMARERS. COAL AND PROVISION HER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

AGENTS. PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS SOLE AGENTS FOR

I JARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND. COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES. er.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK REASONABLE PRICE Monghood, 16th July, 1805.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CAMADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(EUBJECT	TO A	LIERATION.)	
Tacoma	2,549	Tuesday	Oct. 29.
* Strathnevis			
Victoria	3,167	Tuesday	Dec. 10.
Hankow	3,594	Tuesday	Dec. 31.
Tacoma	2,549	Tuesday	Jan. 121.
Victoria	2.167	Taesday	Feb. 11.

*No Passengers carried by this sailing.

" TACOMA" Captain R. Crawford, sailing at Noon, on TUESDAY, the 20th October, will proceed to VICTORIA, B.C., and TACOMA, (Wash.), was SHANGHAI, INLAND SEA, KOBE and

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address

For further information as to Passage or Freight, apply to DODWELL CARLILL & Co.,

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH

(SUBJECT TO MULERATIONS				
Pring Heinrich	Monday	11th Nov.	•	
Preuseen	Monday	oth Dec.		
Sachsen	Monday	6th Jan.		
Gera			٠,	

will be received on board until NOOM on MONDAW the 11th Nov. and Parcels will be received at the Agency's Office until Noom on SUNDAY, the toth Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

Linen can be washed on board. For further Particulars, apply to-MELCHERS & Co.,

TION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

ROPOSED SAILINGS FROM HONGEONG, 1895. (Subject to Alteration.)

TAKING PASSENGERS AND CARGO FOR UNIXED STATES AND CANADA AT THROUGH RATES.

"CHITTAGONG," will be despetched hence for PORTLAND, OREGON, Wa KOBE and YOKOHAMA, on SATURDAY, the 16th November.

Copy must be sent forward by the Steamer to Oregon Railway and Navigation Co., Portland,

For further information as to Pessuge and Freight, apply to SHEWAN & Co,,

Agents. Honghoug, 24th October, 1895

Printed and Published by CHESKEY DUNCALE M No. 6, Pelders little the elig

YOKOHAMA.

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific

marked in full) by 5 P.M., on the day previous to

Hongkong, 9th October, 1895. NORDDEUTSCHER LLOYD.

General Agents.

NOTICE.

PORTS IN THE LEVANTE. BLACK SEA AND BALTIC PORTS

THE COMPANY'S STEAMERS WILL CALL AT

Bills of Lading for the Principal PLACES DE RUSSIA.

PROPOSED SAILINGS FROM HONGKONG

N MONDAY, the 11th day of November. zBos, at 3 P.M., the Company's Steamship "PRINZ'HEINRICH," Captain W. Schmolder, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noom on SATURDAY, the oth Nov. Cargo and Specie

The Steamer has splendid Accommodation ind carries a Doctor and a Stewardess.

Hongkong, 18th October, 1805. oregon railway and naviga.

Cattagong | Saturday | 16th Nov.

THE Steamship

Consular Involce of Goods for United States Points should be in QUADRUPLICATE : and one